

COUNTRY East Germany

REPORT NO.

00300530005-5

TOPIC Koethen Airfield

25X1A

EVALUATION

DATE OF CONT

DATE OBTAINED

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. Air activity observed at Koethen airfield from 20 October through 20 November included:

20 October. There was flying from 6:30 p.m. to midnight.

21 October. There was flying throughout the day until midnight.

22 October. There was no flying. Eighteen jet fighters were observed in front of the two northeastern hangars.

23 October. There was a dense fog. No flying was observed.

25X1 24 October. Heavy flying by MiG-15s and individual IL-10s was observed. The weather was clear.

25X1 [redacted] MiG-15s, which landed between 10:30 a.m. and noon.

25X1 25 October. Twenty MiG-15s were observed in front of the two northeastern hangars.

25X1 [redacted] MiG-15s, which landed between 2:20 and 5 p.m.

26 October. There was no flying.

25X1 27 October. There was flying by MiG-15s and individual single-engine planes from 6 a.m. to 6 p.m. and at night, while searchlights were in operation. Three

25X1 MiG-15s, [redacted] practiced formation flying and landed from 4:17 to 4:19 p.m. MiG-15s [redacted] were also observed.

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31 October. There was a dense fog. No flying was observed.

4 and 5 November. Night flying was practiced.

8 to 10 November. The weather was rainy. There was no flying.

11 November. At 4:45 p.m., the planes of the alert flight took off. Subsequently, night flying was practiced until midnight. A searchlight was in operation in the eastern approach lane.

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12 November. The weather was foggy. No flying was observed in the morning.

13 and 14 November. There was a dense fog. No flying was observed.

15 November. About 100 men were engaged in clearing the snow from the runway. The four alert planes parked immediately south of the eastern end of the runway

25X1C were marked by red []

16 November. The alert planes were observed at their usual parking site. One of the planes [] About 20 soldiers were engaged in clearing the snow from the runway.

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20 November. [] There was no flying.¹

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2. From 3 through 11 November, [] the alert planes were usually parked in the eastern portion of the field. [] a sketch of the pinpoint location of the three parking sites used by these planes.² In the morning of 11 November, maintenance work was being performed on the alert planes. In the evening, the alert planes took off; their landing was not observed. At 6:45 p.m. on 20 November, the alert planes were observed south of the eastern end of the runway. At 9:10 p.m., these planes were no longer observed at the field, although visibility was good.

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3. At 4:30 p.m. on 4 November, when preparations were made for night flying, the eastern gap in the fence around the field was guarded by a sentry. A truck mounting a searchlight pulled up about 5 meters east of the Koethen-Baasdorf road, in the extension of the runway. Near the truck, [] a low trailer, apparently equipped with a generator. Subsequently, the searchlight directed its beam horizontally. Another truck-mounted searchlight was posted south of the eastern end of the runway. At dawn on 11 November, preparations were again made for night flying. A double sentry was posted near the eastern gap in the fence. A truck with a mounted searchlight, a radio truck and a van-like truck were observed immediately east of the Koethen-Baasdorf road, and a radio truck fitted with a rod antenna pulled up south of the eastern end of the runway.³

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4. Two single-story temporary buildings were seen at the southern edge of the eastern approach lane. An overhead telephone line extended from these buildings to the parking site of the alert plane, and from there to the area southeast of it. On 11 November, three soldiers were observed dismantling this telephone line.

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5. On 25 October, shrapnel-proof aircraft revetments were under construction at the southern edge of the field and west of the AAA emplacement. []

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[] other such revetments were being built in the northeastern portion of the field, south of the AAA emplacement. []

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25X1 [] there were watch dogs at the southern AAA emplacement and the fuel dump in the northeastern portion of the field.

6. At 3:20 p.m. on 28 October, [] 10 MiG-15s in front of the two hangars in the northeastern portion of the field, about 10 MiG-15s in the destroyed hangar in the northwestern section of the installation, and 13 other MiG-15s south of the latter hangar. Shortly afterward, the group of 13 planes taxied to some undetermined place. The four MiG-15s assigned to the alert flight were parked on the taxiway near the eastern end of the runway. There was no flying between 3 and 5 p.m., although the weather was good. From noon to 3 p.m. on 9 November, the four alert planes, which were marked by red [] were parked near the eastern end of the runway. Three jeeps, a radio truck, and two vans were observed near the alert planes. The doors of the hangars

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were closed. Except for an IL-10, which was parked in front of the northeastern hangar, no aircraft were seen at the field. Pistol firing was practiced at the target range. There was intermittent rain.¹

7. [] three new fuel tanks at the fuel dump at the north side of the barracks installation. Two single-story temporary buildings were seen east of the fuel dump. Two railroad tank cars and a flatcar loaded with round timber were noticed at the fuel dump north of the target range.² A newly constructed telephone line leading to the radio beacon crossed the Koethen-Baasdorf road, south of the fuel dump. A four-wire telephone line extended to the railroad signal box coming from the radio beacon, behind which there was a generating unit. The ammunition dump in the southeastern corner of the field was guarded by a double sentry. Underground bunkers projecting only slightly above the surface of the ground and covered with logs were being built at the AAA emplacement, which was occupied by six 37-mm guns. The tents were observed at their previous site. Numerous concrete tubes were stored near the AAA emplacement. Shrapnelproof aircraft revetments were under construction northwest of the tents. Several trucks [] hauled earth to these revetments. Five more aircraft revetments were under construction south of the eastern end of the runway. Seven aircraft revetments were completed north of the eastern end of the runway. Seven lamps fitted on poles were set up between the eastern end of the runway and the radio beacon. The rows of red and green lamps were still in place.

8. On 9 November, [] seven aircraft revetments were under construction south of the eastern end of the runway. Earth work was also observed at the aircraft revetments north of the eastern end of the runway. Five railroad tank cars were observed on a siding of the Koethen-Bernburg railroad line, near the fuel dump at the north side of the barracks installation. Another railroad tank car was seen near the fuel dump in the northeastern portion of the field. Sentries observed at the installation included: a double sentry on the Koethen-Baasdorf road, north of the railroad line; another double sentry on the same road near the field; three sentries, artillery and air force soldiers, at the new heating plant; and a sentry box at the bend in the fence at the southern edge of the field between the AAA emplacement and the new aircraft revetments. The tent previously used by sentries in the eastern gap of the fence had been removed.

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1. [] Comment. A fighter regiment of the Southern Fighter Corps is stationed at Koethen airfield. Another fighter unit, the divisional assignment of which has not been determined, is also stationed at the field. [] the assignment of this unit, differs from all the other fighter regiments of the Twenty-Fourth Air Army. It is believed that the unit, which is equipped with MIG-15s, is directly assigned to the Hq of the 24th Air Army and is assigned special missions, the nature of which has not been determined so far. []

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2. [] Comment. For sketch, see Annex.

3. [] Comment. Similar information on the use of searchlights for landing planes was transmitted previously. []

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4. [] Comment. For location of aircraft revetments, AAA emplacements and other installations mentioned in paragraphs 7 and 8, see Annex. Two light AAA batteries were previously believed to be stationed at the field. However, it appears that at present only one light AAA battery is located there just as at all the other airfields occupied by fighter units.

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